the assistance of the Government to carry on the work necessary, they must ask the Government for help.

3. The construction of one or two canals to drain the water collected in the town to the sea will cost so much money as to make it prohibitive. Besides, the drainage in the Quilon town is fairly satisfactory, and it is only in times of abnormal rainfall that there will be stagnation of water.

4. In regard to the proper maintenance of the Chinnakkada roads and the roads to the south of the Municipal market, these are being fairly well kept up at present with the sanctioned maintenance grant. The Chief Engineer will take up the question of metalling or gravelling the roads as the case may be.

5. Then you want to raise the parapet wall along the edge of the canal from the Valiyapalam to Kochupilamudu ; there is already a parapet wall one foot high and I do not think it is desirable to spend money on it.

6. With regard to your other representations, these are all matters which are primarily the look-out of the Municipality. If the Municipality wants Government help or advice, it should make out a case and come up to the Government.

113. Needs of the Shencotta taluk.

MR. L. ADIVARAHA AIYAR (*Member, Shencotta taluk*) said that the roads from the 57th mile of the Quilon-Shencotta road to Karkudi and from the 56th mile of the Quilon-Shencotta road to Tekkumedu in Puliyara were in a bad condition and were unfit for cart traffic. Both were very useful for agriculturists if properly maintained and metalled. The latter road served the needs of about 1,000 acres of *nanja* and *punja* lands. It was imperatively necessary in the interests of the ryots of the locality, that the two roads should be metalled early.

The Shencotta-Samburvadakarai road should be extended to Poikai through Vannankulam and Karumkulam as the want of this road was very keenly felt.

Next, the causeway across the Samburvadakarai river served only the purpose of an anicut, the flood level rising to about five feet above the road level during the rains, causing considerable damage to the car street close by. At Aykudi also, the causeway was quite useless even for pedestrians. In the places of these two causeways substantial bridges should be constructed.

Again, for want of a proper vent-way at the northern end of the bridge across the Hariharanadi in Shencotta town, a portion of the road there was washed away in the floods of 1099 and it was repaired at a cost of Rs. 3,000. There was a recurrence of the breach in 1101, also necessitating a further expenditure of Rs. 500. To avoid similar breaches in future, a new bridge should be constructed with more suitable vent-ways.

For want of a suitable resting place near the Shencotta railway station, passengers were suffering severe hardship and a *satram* close to the railway station should be constructed at the earliest possible opportunity.

Shencotta was entirely an agricultural taluk. The ryots were feeling the scarcity of green-leaf manure. Free passes for the collection of green-leaf manure applied only to unreserved areas in the forests. But the unreserved portions could not meet the demand. It was therefore necessary to extend the scope of the free pass system to reserved areas also, and if this be not possible, the Forest Department should be ordered to collect green-leaf manure at the cost of the ryots.

The imposition of a cess on head-loads of fuel was a source of much hardship to the poor people who made a living by that. They should be allowed to enjoy the privilege of collecting head-loads of fuel from the forests without their being required to take out any pass.

Till the last revenue settlement, Shencotta taluk had extensive grazing grounds. With the registry or conversion of the grazing grounds into reserves, there was considerable difficulty for rearing cattle. The Forest Department also did not allow the grazing of cattle at the foot of the hills which were included in the reserves. A belt of land to a width of at least one mile from the foot of the hills for the purpose of grazing cattle should therefore be disafforested.

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Under the Tank Restoration Scheme, the repairs of tanks and *kals* were not properly attended to. Nearly sixteen years had elapsed since the scheme was taken in hand, and yet the works done were in an incomplete stage. The classification of tanks and *kals* under the scheme was not proper as all tanks and *kals* were arranged into several groups, thereby classing them as 'petty' or 'minor' as the case may be. This necessitated the payment of *kudupathi* even for damages caused by Nature. Again, some urgent substantial improvements which were highly essential were not brought under the scheme, as for instance, the works in connection with the Kambli channel. Even the works so far carried out in the minor tanks were unsatisfactory and were not sufficient to maintain them in an efficient condition, *e. g.*, the works relating to the Kaduvettikulam and Tadikulam in Shencotta *pakuthi*. Similarly, the anicut across the Hanumannadi was leaky and the repairs had to be attended to. Restoration works to the tanks west of Shencotta had not yet been started. The improvement of tanks in new groups should not be delayed till the groups already taken up were completed. Tanks requiring urgent attention such as Melpattu, Kizhpattu and under Neeliyammankoil Arur group should be taken up at once. In order to remedy the defects in the working of the scheme, the full amount required for the restoration of the remaining groups should be allotted and the works completed in two or three years.

Shencotta was backward in point of education. Special consideration and encouragement should be given to the men from Shencotta in the higher grades of the service. An English school should be opened at Aykudi which formed the centre of a group of villages.

The existence of an agricultural experimental farm opened some years ago was not known to the people of the taluk as it was in an out-of-the-way place. There was also no proper means of communication to the farm and the cultivation conducted there was not suitable to the climatic conditions of the taluk. It was necessary to open experimental farms on a small scale throughout the taluk. Experiments should be conducted on private lands and the results demonstrated to the people. That would be more useful than any number of bulletins so far as the ordinary agriculturists were concerned.

Shencotta taluk should be given a separate seat on the Legislative Council as it was quite different from the other taluks of the State in the manners and customs of its people, climatic and geographical conditions, etc.

DEWAN'S REPLY: Mr. Adivaraha Aiyar, I will take up your first point, that is, communications. The road from the 57th mile of the Quilon-Shencotta road to Karkudi and the road from the 56th mile of the Quilon-Shencotta road to Tekkumedu in Puliyara *via* Kesavapuram, are village roads ; there is very little traffic on them ; and when there are more urgent and more important works to keep in view; the Government are unable to take up the work of metalling these roads until the development of traffic justifies that expenditure.

2. The matter of the extension of the village road from Samburvadakarai to Poikai is one which should be taken up by the people of the place under the Ryots' Roads Rules in the same way as the people are doing all over the country in North and Central Travancore. Shencotta might well follow that excellent example.

3. With regard to the construction of a bridge across the river at Samburvadakarai, I do not see the necessity for a bridge there ; there is no road on the other side; and the flow of water is so inconsiderable for the greater part of the year, and the traffic so little, that it does not warrant any expenditure of money which is more urgently needed elsewhere, upon this bridge of problematical utility.

4. Your request for a bridge across the river at Aykudi stands on a different footing, and the Government have called for an estimate for constructing it.

5. The question of reconstructing the bridge across the Hariharanadi on the road leading to the Shencotta railway station has come up before the Assembly previously, and the late Dewan did not consider the reconstruction necessary as it

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will require a lot of expense. But I see the Executive Engineer now expresses concurrence in your view that vent-ways are not wide enough. The Chief Engineer has therefore ordered a re-examination of the matter and the preparation of an estimate in order to see whether the cost will be moderate.

6. The question of constructing a *satram* at or near the railway station at Shencotta has already been taken up and the matter is under correspondence with the local officers.

7. With regard to your representation relating to the difficulties experienced in collecting green-leaf manure, I have already dealt with the matter on Saturday last and would refer you to that answer.

8. Your next point is the abolition of the cess on head-loads of fuel removed from forests. The cess is a very trifling matter—it is only nine pies ; and the free exploitation of our reserves without some sort of check or restraint militates against the proper conservation of forests, and I am afraid I cannot modify the arrangement obtaining at present.

9. In the matter of grazing grounds, it seems to me that what you want is that the grazing grounds should be brought to your door and that you will not drive your cattle to the grazing grounds. If you will take a little trouble and some extra fatigue, I do not think there is any very great hardship at present.

10. The proper working of the Tank Restoration Scheme is already engaging the attention of the department concerned.

11. The creation of Irrigation Boards has been dealt with on previous occasions, and I have nothing to add to what has been said in the past.

12. The question of the opening of English Middle Schools at convenient centres will be considered.

13. All that I can say about the opening of Agricultural farms is that the Government are not convinced that the unlimited increase of agricultural experimental farms helps as much as demonstrations to the farmers who want to advance themselves and who want to see experiments for themselves. The best thing is for the farmers to carry on the experiments themselves with the help and advice, which will always be given, of the officers of the Agricultural Department.

14. Your last point relates to the separation of the Shencotta taluk from the Pattanapuram *cum* Shencotta constituency for the Legislative Council. Of course, we all think that a particular tract in which we live is the most important of all, but relatively Shencotta is not of very great importance. In the matter of voting strength, it ranks 27th in a list of 30; in the matter of area, it ranks low; in the matter of revenue as well, it ranks low. Therefore, I do not think it is necessary to treat Shencotta as a separate constituency in itself. The results of the two elections show that your taluk has no ground for complaint.

114 Needs of the Shencotta town.

MR. S. A. HARIHARAKRISHNA AIYAR (*Member, Municipal Council, Shencotta*) said that the inaccuracies in the records of the last survey and settlement, particularly those relating to the minor circuit areas in the Shencotta taluk, were repeatedly brought to the notice of the Government with little avail. The inaccuracies in the survey records in respect of the Shencotta town were similarly brought to the notice of the Government through resolutions of the Town Improvement Committee when it was constituted; and as early as 1915 Government had ordered a re-survey of the town by the Survey Department. Nothing was however done in pursuance of that order. If a re-survey of the whole town could not be ordered, at least a re-survey of streets, lanes and roads should be ordered at once.

The roads in the town were subject to constant scoring by water during the monsoons, and unless drains were constructed on both the sides of the roads, it would not be possible to keep them in a good condition. The Quilon-Shencotta road which cut across the town was much below the level of the houses on either side and the water

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